

To-day's
Advertisements.

CHAPTER ST. ANDREW, 218, S.C.

NOTICE is hereby given that the POSTPONED REGULAR CONVOCATION of the above Chapter, for the purpose of electing and installing the Principals and Officers for the ensuing year and other business, will be held at the MASORIC HALL, 218, S.C., on TO-NIGHT, the 9th instant, at 8.30 for 9 p.m. sharp. Visiting Companies will be welcome.

Hongkong, 9th October, 1899. [1279a]

THE POPULAR DINING ROOMS.

18, PRAYA CENTRAL.
(Near Hongkong Hotel).

NOW OPEN. Good Home Cooking and Meals at all hours.

Hongkong, 9th October, 1899. [1217a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE New Steamship

"PING SUEY"
Captain C. de la Perelle, will be despatched for the above Port, TO-MORROW, the 10th instant, at Noon.

For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 9th October, 1899. [1020a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
The Company's Steamship

"NANCHANG"
Captain Finlayson, will be despatched as above TO-MORROW, the 10th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th October, 1899. [1279a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.
The Company's Steamship

"SUNGRIANG"
Captain Moore, will be despatched as above TO-MORROW, the 10th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th October, 1899. [1260a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
The Company's Steamship

"PARROT"
Captain Stott, will be despatched as above on WEDNESDAY, the 11th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th October, 1899. [1284a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"HAIKUN"
Captain Davis, will be despatched for the above Ports, on THURSDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.

Hongkong, 9th October, 1899. [1287a]

FOR MANILA.
(Taking Cargo at through Rates for HONOLULU and Cebu).

THE Steamship

"VENUS"
Captain ... will be despatched as above on FRIDAY, the 13th instant, at Noon.

For Freight or Passage, apply to
"BRANDAO & Co.,
Agents.

Hongkong, 9th October, 1899. [1288a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"MAIZURU MARU"
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to
MITSUBISHI KAISHA,
Agents.

Hongkong, 9th October, 1899. [1213a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship

"HECTOR"
Captain Barr, will be despatched as above on TUESDAY, the 10th November.

For Freight only, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th October, 1899. [1283a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"SIANGHAI"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:

From Madras, 8 S.S. Landra.

Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 9th October, 1899. [5]

To-day's
Advertisements.

GOVERNMENT NOTIFICATION.

No. 533.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 16th day of October, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 30th September, 1899. [1285a]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 16th day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Requesters No.	Boundary	Locality	S. S. E. W.	Contents in Square Feet	Amount Bid	Upset Price
1	1	1	1	1	1	1	1

JAPANESE CURIOS.

JUST RECEIVED.

XMAS CARDS & TOYS.

FANCY KAGA VASES & TOILET SETS.

LACQUERED BARK & BAMBOO FRAMES.

ANCIENT JAPANESE ARMOURS.

Hongkong, Canton, and Japan Views.

AT LOW PRICES.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.

Hongkong, 9th October, 1899. [1238a]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CANE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Underclothing, children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 32nd April, 1892. [493]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

ST. ESTEPH. Red Capsule. \$ 6.50
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The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 9, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL.

The receipt of the Reuter's telegram which we published on Saturday occasioned considerable excitement as pointing to the fact that the next day's wire would certainly bring news of the outbreak of hostilities and probably that Newcastle had been abandoned by the British and occupied by the Boers.

It appears however that there has been a species of panic in Natal and that the *Daily Telegraph's* correspondent was a trifle premature in his news, which may possibly be accounted for by the fact that he wired when the panic was at its height. There can be no doubt but that we should have had a temporarily abandoned portion of Natal had the Indian contingent not turned up just in the nick of time to save the situation, and, as matters now stand, although Natal may be considered to be safe, we do not think that the same can be said for British Bechuanaland and Griqualand. Mafeking and Kimberley, situated close to the borders of the Transvaal and the Orange Free State respectively in the before mentioned colonies, will, unless troops can be spared from the Cape, doubtless fall easy victims to any fairly large Boer force, while it is true that the Orange Free State troops are moving on Kimberley it will mean that Mafeking will be cut off from communication with Cape Town. True, it would be possible to send some of the Indian contingent from Durban to Kimberley, but the overland railway journey would of necessity be a long one, and as troops would have to pass through both the Transvaal and Orange Free State to reach their destination, it is of course out of the question. If sent from Durban to Port Elizabeth by sea, and thence by rail it is doubtful if they could arrive in time to save Kimberley if the Boers are really marching upon it. Apparently it looks as though we may suffer what must appear to the Boers as a British reverse if their attack at any other point than the Natal frontier before the arrival of troops from England. As they are assembling at Volksrust it looks as if Natal was their striking point, but it must not be forgotten that we have the troops of the Orange Free State to deal with as well.

TELEGRAMS.

(By Telegram.)

Special to the "Hongkong Telegraph."

SAFETY OF THE "ABERGELDIE."

SHANGHAI, October 8th.

The steamship *Abergeldie*, which was considerably overdue and about the safety of which fears were entertained, has arrived safely.

REUTER'S TELEGRAMS.

THE SECOND RACE FOR THE "AMERICA" CUP.

LONDON, October 8th.

The second race for the *America* Cup was again without result, owing to time limitation.

THE TRANSVAAL CRISIS.

The reported advance of the Boers is not confirmed. Later news from Newcastle by a Government telegram, states that there is no immediate cause for alarm and that the panic has been arrested.

Several transports arrived at Durban on Thursday from India and their arrival is regarded as rendering the military situation in Natal secure.

The chief Boer concentration is in the environs of Volksrust, and the force is estimated at from 18,000 to 20,000, which numbers are probably exaggerated.

Disappointment is expressed at the Cape at the delay in the despatch of troops from England.

The Australian Commandants have recommended that a force of 2,000 men be sent to the Cape, but Mr. Chamberlain has cabled suggesting that New South Wales and Victoria send 250 each, South Australia 125, and Queensland what has already been accepted. Mr. Chamberlain further suggests that infantry will be preferable. West Australia will also send a Contingent.

WEATHER REPORT.

The Observatory report says:-

On the 8th at 11.55 a.m. the barometer has risen on the China coast and over the Philippines. The depression has probably passed to the Eastward of Japan. Pressure is high over China with strong monsoon on the coast and in the N. part of the China Sea. FORECAST:- Fresh N.E. winds; fair.

On the 9th at 11.55 a.m. the barometer has risen on the E. coast of China, and remains steady on the S. coast and over the Philippines. Pressure is low in the N.E. part of the Sea of Japan, and a high pressure area covers China. Gradients moderate on the coast, rather steep with very strong monsoon in the N. part of the China Sea. FORECAST:- Fresh N.E. winds; fair.

LOCAL AND GENERAL.

THE U. S. S. *Princeton* with the Minister to China on board leaves on Wednesday next for Manila.

Mr. and Mrs. Robinson, of the Metropole Hotel, were yesterday taken to the hospital in a high state of fever.

The returns of the number of visitors to the City Hall Museum for the week ended 8th October, are:- Europeans 109, Chinese 1,555; total 1,754.

The war department's ground, opposite the Cricket field, is now assuming a respectable appearance, the banking of the slopes facing the road being commenced to-day.

It is notified that the postage on parcels to India and Ceylon is now 25 cents per pound. Parcels to China, Straits Settlements, and Burma will in future be forwarded by private ships only.

THE Rev. Father Lau, the Chinese priest of the Portuguese mission at Singapore, has been called back to Macao to be sent to the island of Hainan, and he will probably arrive by the *Sydney* en route for Macao.

TIGER was no football on Saturday owing to the rain. Of the games played in the six-sided competition during the week, Mayson, for the Hongkong F.C., holds premier position with 3 points, and Duncan, for the V.R.C., comes first with two points.

Mr. and Mrs. Read, who were accorded such a good send off from Yokohama recently, arrived by the *Hohenzollern* to-day. Mr. Read resided in Yokohama for several years, and both he and his wife were two of the most prominent members of the A. D. C.

M. BRASIER DE THUY was a passenger on board the *Polynesien* which arrived at Colombo last Monday from Marseilles, says the *Singapore Free Press* of Sept. 28th, and he has continued his voyage direct to Sydney, where he is to be the new principal agent of the Messageries Maritimes.

MAJOR EVERETT, of the 27th Welsh Fusiliers, who took passage in H.M.S. *Powerful* from Shanghai home, but who had to disembark at Singapore owing to the *Powerful* being ordered to proceed direct to Mauritius and the Cape, booked his passage to Marseilles by the M.M. mail steamer *Indus*.

SOME of the senior members of the S.V.A. will deeply regret to hear of the death of Mr. H. D. Munro of the Hongkong and Shanghai Bank who was in the S.V.A. Corps about nine years ago. Mr. Munro joined the Bank some ten years ago, serving in Penang, Singapore, Hongkong and Tientsin.

NEWS has been received here of the safe arrival at Manila of the launches which left here a few days ago in charge of Captain Owen Thomas and Captain A. M. Raymond. Captain Thomas returned to Hongkong yesterday, after delivering the launch he sailed in, with one in tow, in 95 hours after leaving Hongkong.

MESSRS. Lane, Crawford & Co. have now in stock a large number of phonographs, which they are disposing of at very popular prices. The phonograph appears to have caught on in Hongkong so intending purchasers of these very amusing instruments should hurry up and obtain them before the stock is exhausted.

IN another column will be found the thirty-ninth annual report of the Yokohama Specie Bank, which flourishing institution pays a dividend of fifteen per cent. and carries yen 200,000 to the reserve fund, besides setting aside 50,000 yen for new buildings. There are many worse investments than Yokohama Specie Bank Shares!

SEVERAL forgeries having of late been effected by falsifying the figures on cheques, the Yokohama Specie Bank applied to the *Kokubunsha* (printing office) in Tokyo, asking whether some method of printing could not be devised such as would defy the ink-eraser used by the forgers. The *Kokubunsha* experts are said to have succeeded, after several experiments, in finding an ink completely safe against such frauds.

AT THE MAGISTRACY.

E. Whitfield, of the American ship *Bruce*, was this morning fined \$2 for being drunk and disorderly in Queen's Road.

Edward Howard, fireman of the U. S. S. *Princeton*, was tried for damaging the property of a Chinaman and fined \$10, and also ordered to pay the complainant \$10 for the damages made, or go to prison for one month; both items were paid.

A large number of the usual petty cases were also disposed of.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th September, as certified by the Managers of the respective Banks, are published:-

Banks. Average amount. Specie in reserve.

Chartered Bank of India, Australia and China, \$2,832,696 \$1,800,000

Hongkong and Shanghai Banking Corporation 6,307,833 5,000,000

National Bank of China, Limited, 447,072 150,000

Total \$9,587,601 \$6,950,000

THERE seems to have been a deal of carelessness among our post-office employees of late. We saw yesterday a letter dated Hongkong, September 27th, sent to a gentleman informing him of a vacancy in a certain factory, but the letter did not reach him until the 7th inst. Two letters were posted from Nagasaki a few weeks since, one to the office of this paper, and the other to 28, Caine Road. The former reached its destination, but the other has not. What has become of it? The writing was plain enough for no mistake to be made as to its direction. Will the authorities take the trouble to hunt up this missing letter, we wonder.

THE PLAGUE.

Cases reported to 7th instant 1,471

Do. do. during past 48 hours 0

Total 1,471

Deaths reported to 7th instant 1,413

Do. do. during past 48 hours 0

Total 1,413

CRICKET.

OPENING OF THE SEASON.

FIRST XII versus "THE REST."

The cricket club were unfortunate in having to open the cricket season in unpropitious weather, especially as several previous weeks had been so fine. Twenty-one batsmen, in spite of the weather, turned out to meet the "XII" cranks, but with the exception of six of them the display was poor, especially as the bowling was not as good as it might have been. Dr. Tuck played a patient game for his 17 and will be a useful bat to the club. Lieut. Strong, a really good bat, was unfortunate in being dismissed for five runs. During the compilation of his 21, Castle made some capital strokes, and Lewis, although he did not first seem to be feeling quite at home with the bowling, knocked up a creditable 20. Bunn's 20 was undoubtedly the best completed score; most of his hits were well placed through the slips and his leg balls were well timed indeed. His defence of the wicket is particularly good, and when he has "got his eye in," it will have to be a good delivery that will beat him; he was unfortunate in being sent back before wicket on Saturday. Lt. Izat did some flat hitting and compiled his 29 (the highest score) very smartly, but his all-round play did not compare with Bunn's. As will be seen by the table below, the other batsmen's scores need no comment.

Hancock came out best with the bowling, securing seven wickets for 32 runs. Vallings secured a like number, but they cost him 49, and Lowe's four 44.

THE GAME.

Vallings opened the bowling to Dr. Tuck and sent down a maiden. Lowe delivered from the City Hall end to Lee, that batsman opening the score with two, and starting the third over with a single off Vallings; on changing ends to face Lowe, he got the ball away for four and two in successive hits, and on receiving from him again he snicked a ball nicely to leg boundary, putting eleven to his credit at the end of the sixth over; but the second delivery of the next he snicked into the hands of Lowe-13-1. Strong went to the wicket to partner Tuck and opened his score with a single and a brace. Tuck was playing a steady game, and when 20 were hoisted, after 15 minutes play, he had four to his credit. At quarter past 12 the game was stopped on account of rain, the score standing at 22. In the meantime Vallings was called away, and on resuming, MacKenzie took his place with the ball. The next two overs only added a bye and a single to the score, when Tuck made a rather bad stroke, skying the ball into the slips, which should have been caught. Strong, who shaped well at the wicket, got a ball nicely away to leg, but Ward, smartly fielded and prevented a run being made. Tuck, however, put the leather in the same direction, scoring four, which sent up 30 on the score-board. Strong then failed to get behind the ball squarely and snicked a high ball behind the wicket into the hands of Ward-30 for 3. Lieut. Walwyn went to the wicket and faced Lowe's two last balls of the over, of the second of which he scored two, but he only remained in long enough to knock off Lowe, MacKenzie spreading his stumps with a well-delivered ball, and Tuck was got rid of by Lowe for a well-played 17 shortly after being joined by Castle-42 for 4. Humphreys partnered Castle, but only one run was added when an adjournment was made for tea. It was intended to adjourn for half an hour only, but during that time rain fell heavily, and the game was not resumed until 2.20, when Hancock bowled in the place of Lowe, and Vallings, who had returned, took the ball from

To-day's
Advertisements.

CHAPTER ST. ANDREW, 318, S.C.

NOTICE is hereby given that the POSTPONED REGULAR CONVOCATION of the above Chapter, for the purpose of electing and installing the Principals and Officers for the ensuing year and other Business, will be held at the MASONIC HALL, 2nd Floor, TO-NIGHT, the 9th instant, at 7 30 for 9 p.m. sharp. Visiting Companions will be welcome. Hongkong, 9th October, 1899. [12794]

THE POPULAR DINING ROOMS.

18, PRAYA CENTRAL.
(Near Hongkong Hotel).

NOW OPEN. Good Home Cooking and Meals at all hours.
Hongkong, 9th October, 1899. [12114]

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.
The New Steamship

"PING SUY." Captain C. de la Perrière, will be despatched for the above Port, TO-MORROW, the 10th instant, at Noon.

For Freight, apply to SHEWAN, TOMES & CO., Hongkong, 9th October, 1899. [10202]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN. The Company's Steamship

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Hongkong, 9th October, 1899. [12794]

CHINA NAVIGATION COMPANY, LIMITED.

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"SUNGKIANG." Captain Moore, will be despatched as above TO-MORROW, the 10th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th October, 1899. [12694]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. The Company's Steamship

"PAKHOL." Captain Scott, will be despatched as above on WEDNESDAY, the 11th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th October, 1899. [12814]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. The Company's Steamship

"HAIKUN." Captain Davis, will be despatched for the above Ports, on THURSDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAURIE & Co., General Managers.

Hongkong, 9th October, 1899. [12874]

FOR MANILA. (Taking Cargo at through Rates for 11000 and 12000.)

THE Steamship

"VENUS." Captain ... will be despatched as above on FRIDAY, the 13th instant, at Noon.

For Freight or Passage, apply to "BRANDAO & Co., Agents.

Hongkong, 9th October, 1899. [12884]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. The Company's Steamship

"MAIZURU MARU." Captain T. Ogata, will be despatched for the above ports, on SATURDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 9th October, 1899. [12134]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Company's Steamship

"RECTOR." Captain Barr, will be despatched as above on TUESDAY, the 14th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th October, 1899. [12834]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAIT.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at a place called "Hoi Yick" in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Madras, ex S.S. Langara.

Optional goods will be landed here unless instructions are given to the contrary before 3 p.m. TO-DAY.

Goods not cleared by the 13th instant, at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case.

All damaged Packages must be taken to the Godowns and a certificate of the damage obtained from the Godown Company, within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 9th October, 1899. [5]

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MONDAY, the 16th day of October, 1899, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th September, 1899. [12854]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 16th day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Area in Acres	Area in Square Feet	Annual Rent	Upset Price
1	0. 0. 12	10,000	500	10,000

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For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th October, 1899. [12814]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. The Company's Steamship

"HAIKUN." Captain Davis, will be despatched for the above Ports, on THURSDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAURIE & Co., General Managers.

Hongkong, 9th October, 1899. [12874]

FOR MANILA. (Taking Cargo at through Rates for 11000 and 12000.)

THE Steamship

"VENUS." Captain ... will be despatched as above on FRIDAY, the 13th instant, at Noon.

For Freight or Passage, apply to "BRANDAO & Co., Agents.

Hongkong, 9th October, 1899. [12884]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. The Company's Steamship

"MAIZURU MARU." Captain T. Ogata, will be despatched for the above ports, on SATURDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 9th October, 1899. [12134]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Company's Steamship

"RECTOR." Captain Barr, will be despatched as above on TUESDAY, the 14th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th October, 1899. [12834]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAIT.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at a place called "Hoi Yick" in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Madras, ex S.S. Langara.

Optional goods will be landed here unless instructions are given to the contrary before 3 p.m. TO-DAY.

Goods not cleared by the 13th instant, at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case.

All damaged Packages must be taken to the Godowns and a certificate of the damage obtained from the Godown Company, within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 9th October, 1899. [5]

A. S. WATSON & Co., Limited.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 9, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL.

The receipt of the Reuter's telegram which we published on Saturday occasioned considerable excitement as pointing to the fact that the next day's wire would certainly bring news of the outbreak of hostilities and probably that Newcastle had been abandoned by the British and occupied by the Boers. It appears however that there has been a species of panic in Natal and that the *Daily Telegraph's* correspondent was a trifle premature in his news, which may possibly be accounted for by the fact that he wired when the panic was at its height. There can be no doubt but that we should have had to temporarily abandon a portion of Natal had the Indian contingent not turned up just in the nick of time to save the situation, and, as matters now stand, although Natal may be considered to be safe, we do not think that the same can be said for British Bechuanaland and Griqualand. Mafeking and Kimberley, situated close to the borders of the Transvaal and the Orange Free State respectively in the before mentioned colonies, will, unless troops can be spared from the Cape, doubtless fall easy victims to any fairly large Boer force, while if it be true that the Orange Free State troops are moving on Kimberley it will mean that Mafeking will be cut off from communication with Cape Town. True, it would be possible to send some of the Indian contingent from Durban to Kimberley, but the overland railway journey would of necessity be a long one, and as troops would have to pass through both the Transvaal and Orange Free State to reach their destination, it is of course out of the question. If sent from Durban to Port Elizabeth by sea, and thence by rail it is doubtful if they could arrive in time to save Kimberley if the Boers are really marching upon it. Apparently it looks as though we may suffer what must appear to the Boers as a British reverse if they attack at any other point than the Natal frontier before the arrival of troops from England. As they are assembling at Volksrust it looks as if Natal was their striking point, but it must not be forgotten that we have the troops of the Orange Free State to deal with as well.

TELEGRAMS.

(By Telegraph.)

Special to the "Hongkong Telegraph."

SAFETY OF THE "ABERGELDIE." SHANGHAI, October 8th.

The steamship *Abergeldie*, which was considerably overdue and about the safety of which fears were entertained, has arrived safely.

REUTER'S TELEGRAMS.

THE SECOND RACE FOR THE "AMERICA" CUP.

LONDON, October 6th.

The second race for the *America* Cup was again without result, owing to time limitation.

THE TRANSVAAL CRISIS.

The reported advance of the Boers is not confirmed. Later news from Newcastle by a Government telegram, states that there is no immediate cause for alarm and that the panic has been arrested.

Several transports arrived at Durban on Thursday from India and their arrival is regarded as rendering the military situation in Natal secure.

The chief Boer concentration is in the environs of Volksrust, and the force is estimated at from 18,000 to 22,000, which numbers are probably exaggerated.

Disappointment is expressed at the Cape at the delay in the despatch of troops from England.

The Australian Commandants have recommended that a force of 2,000 men be sent to the Cape, but Mr. Chamberlain has cabled suggesting that New South Wales and Victoria send 250 each, South Australia 125, and Queensland what has already been accepted. Mr. Chamberlain further suggests that infantry will be preferable. West Australia will also send a Contingent.

WEATHER REPORT.

The Observatory report says:—

On the 8th at 11.55 a.m. the barometer has risen on the China coast and over the Philippines. The depression has probably passed to the Eastward of Japan. Pressure is high over China with strong monsoon on the coast and in the N.E. part of the China Sea. FORECAST:—Fresh N.E. winds; fair.

On the 9th at 11.55 a.m. the barometer has risen on the E. coast of China, and remains steady on the S. coast and over the Philippines. Pressure is low in the N.E. part of the Sea of Japan, and a high pressure area covers China. Gradients moderate on the coast, rather steep with very strong monsoon in the N. part of the China Sea. FORECAST:—Fresh N.E. winds; fair.

LOCAL AND GENERAL.

The U.S.S. *Princeton* with the Minister to China on board, leaves on Wednesday next for Manila.

Mrs. and Mrs. Robinson, of the Metropolitan Hotel, were yesterday taken to the hospital in a high state of fever.

The returns of the number of visitors to the City Hall Museum for the week ended 8th October, are:—Europeans 109, Chinese 1,355; total 1,464.

Deaths reported to 7th instant:—1,413 Do. during past 48 hours:—0 Total: 1,413.

Cases reported to 7th instant:—1,471 Do. during past 48 hours:—0 Total: 1,471.

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THE war department's ground opposite the Cricket field is now assuming a respectable appearance, the banking of the slopes facing the road being commenced to-day.

It is notified that the postage on parcels to India and Ceylon is now 25 cents per pound. Parcels to China, Straits Settlements, and Burma will in future be forwarded by private ships only.

THE Rev. Father Lau, the Chinese priest of the Portuguese mission at Singapore, has been called back to Macao to be sent to the island of Hainan, and he will probably arrive by the *Sydney* on route for Macao.

THERE was no football on Saturday owing to the rain. Of the games played in the six-sided competition during the week, Mayson, for the Hongkong F.C., holds premier position with 3 points, and Duncan, for the V.R.C., comes first with two points.

MR. and Mrs. Read, who were accorded such a good send off from Yokohama recently, arrived by the *Hohenzollern* to-day. Mr. Read resided in Yokohama for several years, and both he and his wife were two of the most prominent members of the A. D. C.

M. BRASIER DE THUY was a passenger on board the *Polynesian* which arrived at Colombo last Monday from Marseilles, says the *Singapore Free Press* of Sept. 28th, and he has continued his voyage direct to Sydney, where he is to be the new principal agent of the Messageries Maritimes.

MAJOR EVERETT, of the 27th Welsh Fusiliers, who took passage in H.M.S. *Powerful* from Shanghai home, but who had to disembark at Singapore owing to the *Powerful* being ordered to proceed direct to Madras and the Cape, booked his passage to Marseilles by the M.M. mail steamer *Indus*.

SOME of the senior members of the S.V.A. will deeply regret to hear of the death of Mr. H. D. Munro of the Hongkong and Shanghai Bank who was in the S.V.A. Corps about nine years ago. Mr. Munro joined the Bank some ten years ago, serving in Penang, Singapore, Hongkong and Tientsin.

News has been received here of the safe arrival at Manila of the launches which left here a few days ago in charge of Captain Owen Thomas and Captain A. M. Raymond. Captain Thomas returned to Hongkong yesterday, after delivering the launch he sailed in, with one in tow, in 95 hours after leaving Hongkong.

MESSRS. Lang, Crawford & Co. have now in stock a large number of phonographs, which they are disposing of at very popular prices. The phonograph appears to have caught on in Hongkong so intending purchasers of these very amusing instruments should hurry up and obtain them before the stock is exhausted.

IN another column will be found the thirty-ninth annual report of the Yokohama Specie Bank, which flourishing institution pays a dividend of fifteen per cent, and carries yen 200,000 to the reserve fund, besides setting aside 50,000 yen for new buildings. There are many worse investments than Yokohama Specie Bank Shares.

SEVERAL forgeries having of late been effected by falsifying the figures on cheques, the Yokohama Specie Bank applied to the *Kokubunsha* (printing office) in Tokyo, asking whether some method of printing could not be devised such as would defy the ink-eraser used by the forgers. The *Kokubunsha* experts are said to have succeeded, after several experiments, in finding an ink completely safe against such frauds.

AT THE MAGISTRACY.

E. Whitfield, of the American ship *Bruce*, was this morning fined \$2 for being drunk and disorderly in Queen's Road.

Edward Howard, fireman of the U. S. S. *Princeton*, was tried for damaging the property of a Chinaman and fined \$10, and also ordered to pay the complainant \$10 for the damages made, or go to prison for one month; both items were paid.

A large number of the usual petty cases were also disposed of.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th September, as certified by the Managers of the respective Banks, are published:—

Banks.	Average amount.	Specie in reserve.
Chartered Bank of India, Australia and China, ...	\$2,832,696	\$1,800,000
Hongkong and Shanghai Banking Corporation Limited, ...	6,307,833	5,000,000
National Bank of China, Limited, ...	447,072	150,000
Total	\$9,587,601	\$6,950,000

THERE seems to have been a deal of carelessness among our post-office employees of late. We saw yesterday a letter dated Hongkong, September 27th, sent to a gentleman informing him of a vacancy in a certain factory, but the letter did not reach him until the 7th inst. Two letters were posted from Nagasaki a few weeks since, one to the office of this paper, and the other to 28, Caine Road. The former reached its destination, but the other has not. What has become of it? The writing was plain enough for no mistake to be made as to its direction. Will the authorities take the trouble to hunt up this missing letter, we wonder.

THE PLAGUE.

Cases reported to 7th instant:—1,471 Do. during past 48 hours:—0 Total: 1,471.

Deaths reported to 7th instant:—1,413 Do. during past 48 hours:—0 Total: 1,413.

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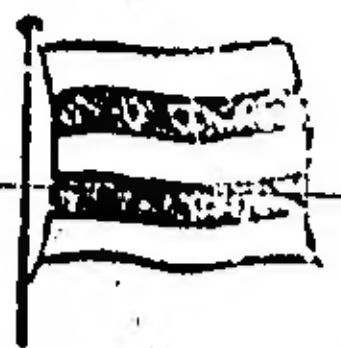
Cases reported to 7th instant:—1,471 Do. during past 48 hours:—0 Total: 1,471.

Deaths reported to 7th instant:—1,413 Do. during past 4

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG - SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	Kobe and Yokohama	Thursday, 12th October, at Noon.
W. Townsend.....	VICTORIA, B.C. and SEATTLE	Thursday, 19th October, at 4 P.M.
KINSHU MARU.....	U.S.A. via Kobe & Yokohama	Thursday, 19th October, at 4 P.M.
W. Brady.....	MARSEILLES, LONDON & ANTWERP	Saturday, 21st October, at Noon.
TAMBA MARU.....	WERP via Singapore, Penang, Colombo and Port Said	Saturday, 21st October, at 4 P.M.
KASUGA MARU.....	NAGASAKI, Kobe and Yokohama	Saturday, 21st October, at 4 P.M.
E. W. Haswell.....	VLADIVOSTOK, via SWATOW, Amoy, Shanghai, Yokohama, Choshi, Choshiro & Nagasaki	Thursday, 26th October, at Noon.
HAKUAI MARU.....	MANILA, THURSDAY ISLAND, TONGAREVA, BRISBANE, SYDNEY and Melbourne	Friday, 27th October, at 4 P.M.
YAWATA MARU.....	MARSEILLES, LONDON, and ANTWERP, via Singapore, Penang, Colombo & Port Said	Friday, 3rd November, at Noon.
KAWACHI MARU.....		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 9th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

1247a

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS, &c., &c., &c.

Post Paid Orders Received.

ACHEE & CO.,

FURNITURE STORE, 47, QUEEN'S ROAD, HONGKONG.

(1239a)

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

NOTICE.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

Prepared only by the Proprietor: THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA: WATKINS & Co., APOTHECARYS' HALL, 66, Queen's Road Central, Hongkong.

MITSUBI BUSSAN KAISHA, No. 6, Ice House Street, Praya Central.

Head Office: TOKIO.

Branch Offices: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies: Mitsui Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshinomiya Coal Mines, Ohnoura Coal Mines, No. 1, Ohtsui Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanaguchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Mike Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company.

MITSUBI BUSSAN KAISHA, K. HASEGAWA, Manager.

Hongkong, 19th August, 1899.

FRESH AUSTRALIAN BUTTER.

JUST LANDED A Fresh Consignment of ROSE BUD BRAND, FRESH ROLLED BUTTER, and to be had always at very Moderate Price.

H. RUTTONJEE, 13 & 15, D'Almeida Street, Hongkong, and 21 & 23, Elgin Road, Kowloon.

Hongkong, 8th September, 1899.

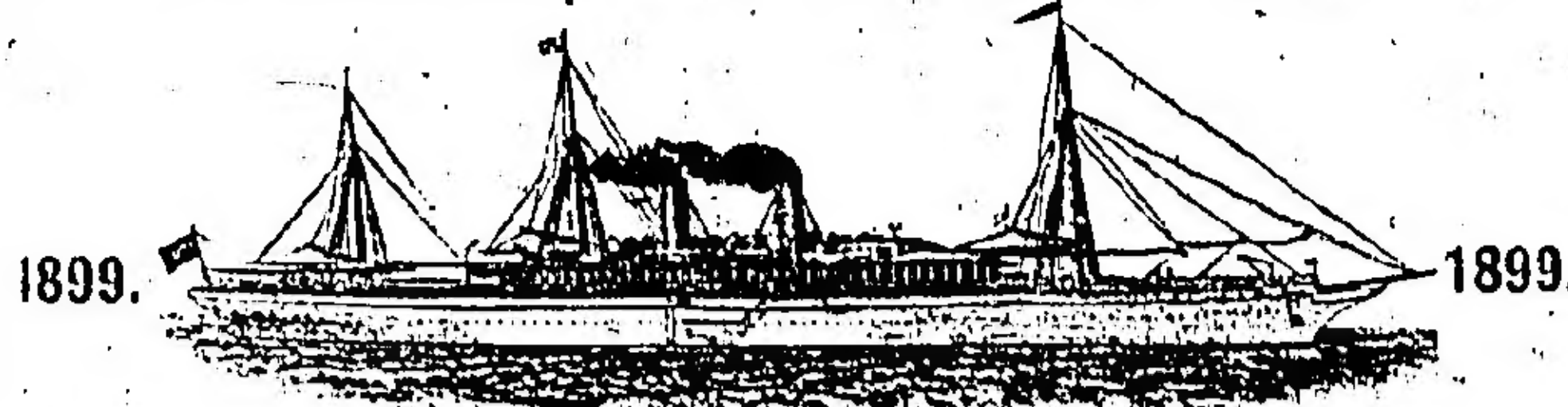
HOTEL BUSINESS in NORTHERN PORT, Long Lease at very Low Rental, Good Flying concern. Owner obliged to return to England through ill health.

For further Particulars, apply in First Instance, by Letter to G.W.W. Office of this Paper.

14th September, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twain Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 25th Oct., 1899.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.

EMPEROR OF JAPAN, Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pothers' Street, Hongkong.

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANIES.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK. THE 33 A.L.L. American Ship.

"ST. MARK" Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, 20th September, 1899.

FOR NEW YORK. THE 33 A.L.L. American Ship.

"CHALLENGER" Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, 19th September, 1899.

CAROLINEUM AVENARIUS USED FOR OVER 20 YEARS. With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTMAN & Co.

Hongkong, 11th September, 1899.

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)



HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA	HAYRE and HAMBURG.	14th October.
*HEIDELBERG	(LONDON with transhipment in HAMBURG)	October.
Schneider	HAYRE and HAMBURG.	About 5th November.
ANDALUSIA	(LONDON with transhipment in HAMBURG)	November.
Schönfeldt	HAYRE and HAMBURG.	About 15th November.
*SIBIRIA	(LONDON with transhipment in HAMBURG)	November.
Hildebrandt	HAYRE and HAMBURG.	About 20th November.
BAMBERG	(LONDON with transhipment in HAMBURG)	November.
Mayer	(LONDON with transhipment in HAMBURG)	About 30th November.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

981] CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

THE Steamship "THYRA" will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information, as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 7th October, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Nagasaki, Kobe & Yokohama) Wednesday, 25th Oct., at Noon.

*Algon (via Nagasaki, Kobe, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

*China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship "ONSANG," will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1899.

NORDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING, FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen Wednesday | 11th Oct.

Bayern Wednesday | 18th Nov.

König Albert Wednesday | 13th Dec.

Prinz Heinrich Wednesday | 17th Dec.

Preussen Wednesday | 10th Jan.

Karlsruhe Wednesday | 24th Jan.

Sachsen Wednesday | 7th Feb.

Hamburg Wednesday | 21st Feb.

Bayern Wednesday | 7th Mar.

ON WEDNESDAY, the 11th day of Oct., 1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain F. Menz, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 9th October. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 10th October, and parcels will be received at the Agency's Office until NOON on THURSDAY, the 12th October. Contents of Packages are required. No Parcel Receipts will be signed for less than 250 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 18th September, 1899.

NEWS FROM THE SOUTH.

(From Singapore papers.)

Singapore Recreation Club.

In the course of the year, the Recreation Club are sending cricket and football teams to Singapore to meet teams of the Singapore Recreation Club. Consequently, the Singapore men are about to go into training. Tennis and billiard matches will also be played.

A Naval Officer's Suicide.

At Saigon, on the 18th instant, Lieutenant Sicaud, the commander of the French gunboat *Caracaras*, killed himself with a revolver shot in a back carriage in the street. The deceased had a stroke of the sun, and it is supposed that the suicide resulted from an attack of fever.

Straits Insurance Co.

An extraordinary general meeting of the shareholders of the Straits Insurance Company was held at noon on September 28th at the Company's offices Mr. D. W. Lovell presided, and there were present Messrs. T. S. Thomson, Hon. G. S. Murray, W. Maer, O. W. Laird (Directors); A. S. Murray (Secretary); and Messrs. G. A. Derrick, V. Murray, C. B. Hananah, and Chua Suen Tong (Shareholders). The resolution which was passed at the meeting on the 13th September, in regard to the voluntary winding up of the Company, was submitted to the meeting. It was then resolved by a majority of 10 to 1, that the resolution being proposed by Mr. Lovell, the Chairman, and seconded by the Hon. G. S. Murray, a second resolution, proposed by the Chairman, and seconded by Mr. S. L. Thomson, fixing the remuneration of the liquidators Messrs. A. S. Murray, C. A. Derrick, and E. W. S. Morren, was also passed.

Undesirable Immigrants.

A correspondent asks: why no steps are taken to check the practice, now in full play, of harbouring the refuse of Java, in the form of deported Chinese, in these settlements. He says it is a common thing for steamers flying the British flag, trading between this place and the Dutch possessions, to bring such deportees here. It is known to the masters of the vessels, and to the port authorities, what they are, yet nothing is done to put a stop to the objectionable practice. These men are supplied with passage tickets, and, on arrival here, they are taken to the Dutch Consulate, and there the matter ends, so far as the Dutch are concerned. It is intended, no doubt, that the deportees should be sent to China. Why, then, should they be dumped down here, to be afterwards sent to China at the cost of the Straits Government? Our correspondent further remarks that we have enough vagrants of our own to deal with, and it is not unreasonable to expect the Dutch to dispose of their own. He suggests that one way of meeting the difficulty would be by refusing to allow deported persons to land, and thus throw the burden of disposing of them on the shipping companies. It is possible that many of these men may have come to Java from Singapore, but the Dutch authorities receive them at their own risk. As coolies their labour helps towards the prosperity of Java. It does not follow that, when broken down by overwork and sickness, they should be returned to Singapore. — *Straits Times*.

An Extradition Case.

On September 13th an extradition order was made against a Spaniard named Francisco Torment, Pastor by profession, on the application of Mr. Joaquim, appearing for the American Consul. Notice was given that application would be made for a writ of *habeas corpus*, and in the Supreme Court, at Singapore, on Sept. 28th, Mr. Farrer-Baynes applied for a writ of *habeas corpus* upon Mr. Brockman, the Superintendent of Prisons, and the American Consul to show cause why a writ of *habeas corpus* should not be issued. Pastor, it was stated, was arrested on a charge of criminal breach of trust, but Mr. Farrer-Baynes submitted that it was a civil matter. The offence was alleged to have taken place at Negros, an island in the Philippines, and the requisition for Pastor's extradition should have been made by the military Governor of the Philippines, and not by a subordinate official. On the merits of the case, apart from the technicalities, he contended there was no evidence of embezzlement whatever. He had received a letter from the Attorney-General stating that Pastor would not be extradited until the decision of the Court was obtained. The Chief Justice said sufficient ground had been made out, and he granted the writ nisi returnable for Monday next.

Singapore C. C. Tennis.

THE MATCH FOR THE CHAMPIONSHIP.
Last evening, (September 29th) on the Esplanade, the principal game of the S. C. C. tennis tournament was decided in the presence of a large gathering of ladies and Club members. The players were Linton, the runner-up for the championship, and Reid, the present holder. The game resulted in a win for Reid by 6-3, 6-4, and he thus continues to hold the championship of the Club. It was an interesting match throughout. Linton started exceedingly well—too well almost—and secured the first two games straight off. Then Reid had a look in, and, having made one game, went through the set somewhat easily, two or three of the games being low games. Linton only improved his standing as he progressed, and some of his stinging returns found it difficult to negotiate. The runner-up, however, played a splendid game and volleyed especially well. The second set was the most interesting, from the spectator's point of view of the match. Both men played more brilliantly than they had done in the first game, and there was reason for thinking at one stage that Linton meant to carry off the second set. If he had done so, it is possible he might also have won the third set. When the second set stood 5-3 in the champion's favour, Linton "bucked up" wonderfully, and put in some brilliant play. At the end of this game the score was 5-4 in favour of Reid. But the champion still maintained his excellent form and secured his sixth game, thus leaving the score 6-4, and the total result of the match 6-3, 6-4. The general opinion was that Linton, on his form, ought to have been more freely congratulated. There was no doubt the best player won. Linton was fairly good, but Reid's return of Reid's "stingers" Linton has fought his way through the championship contest very bravely, and though he would have been better satisfied to have held the position of champion of the Club, he has filled the almost equally important position of runner-up for the championship. The ground, last evening, was not in the best of condition. It was heavy and sticky, and affected thereby. The match occupied little more than 15 minutes. Mr. R. W. Brindley acted as umpire.

The only event now remaining to be decided is the Professional Pair. In this final Waddell and Faber meet Wright and Pearce, on Monday afternoon.

Singapore Municipal Commission.

At the meeting of the above on September 27th the following questions were considered:—

PROPOSED RECREATION GROUND.

The President said he had received a letter from the Government stating that, while the sea wall was at present in proper order, it would be the duty of the Government to replace it in the event of any collapse, but such ordinary small repairs should be undertaken by the Commission.

Mr. Nanson did not approve of the Commission taking any liability over the sea wall, criticising the Government's reply as an attempt to throw upon the Commission what was the Government's liability.

It was resolved to write and ask the Government to keep the control of the sea wall.

DYE WORKS.

The Finance and General Purposes Committee recommended that notice be sent to the owners of the dye works in Bukit Timah Road, to the effect that their licenses would not be renewed unless proper measures were taken to dispense with the refuse from the works, and prevent the pollution of the canal.

The President said the canal was getting into a very serious state, and would soon be the same as the Stamford Canal, as all the refuse, and, in its way, in one form or another, into the canal.

Mr. Evans was of opinion that each case should be taken on its merits.

Mr. Schat said that there was not the slightest fear of the canal becoming anything like the Stamford Canal.

It was ultimately resolved to write asking the owners to have proper drainage at their works, to prevent any pollution of the canal.

MISCELLANEOUS.

Mr. Holley was granted 12 months' leave from the 30th October, and allowed full pay for three months and half pay for the remaining nine. It was stated that temporary successor had not yet been appointed.

Mr. Nash, Superintendent of Water Mains, was granted an additional \$12 a month for transport.

It was resolved that Mr. Antonisz be appointed to the Lighting Committee and Mr. Riccard to the Hackney Carriage and Jinrikisha Committee.

Straits Chinese and School Influences.

In our last batch of "news from the South," we published a letter by "Anti-Proselytiser" on the above subject. Below we give a reply by the principal of the school, and a further contribution to hand by the first named, which appeared in the *Straits Times* of September 29th.

To the Editor of the Straits Times.

Sir,—In reference to the editorial and letter regarding the Anglo-Chinese School published in yesterday's *Straits Times*, all the American masters of the school emphatically deny having ever, in the least, spoken of, or hinted at, the possibility of any Chinese boy here marrying an American woman. They would regard such a marriage as exceedingly unwise from both the American and Chinese standpoints. No Chinese man, the Mission, considers, with a foreign wife would be likely to prove a useful member of the Mission, working among his own people, nor is it likely that he would be received as a member in the Mission Conference. No boys of the University School have succeeded to the Principalship, at least, been asked to learn Bible verses, nor of course have any prizes been offered for such learning. The master would consider it especially unwise to make any discrimination between pupils from the standpoint of their religious tendencies; the growth of Christian spirit in the school would, it should be easily understood, be hindered rather than helped by such discrimination.

It is only just to the Chinese parents of our school to relate the history of the boy of seventeen years in his religious relation to the school. We desire, and endeavour to act accordingly, that all pupils of the school shall in chapel learn the elements of Christian history and Christian faith; this for their moral as well as intellectual welfare. If a boy by coming to the voluntary Friday afternoon Bible classes and to the Sunday meeting of the Methodist Church has manifested more than usual interest in religious things, we have found by inquiry from parents if this was known by them, and approved by them. If so, well and good; if not, the lad was not encouraged to continue his attendances. In no case has a boy been baptised without the free and full consent of his parents. This lad referred to, it was known, came to Bible classes with the consent of his father. To ascertain this, the father was visited by myself and two other members of the Mission. He expressed his full approbation of what was being done, and hoped that the lad, if his other parent also consented, would be baptised. Through outside influences, I am told, the father changed his opinion; so the present estrangement between father and son, if such there be, came about—not through any covert act of any of the American masters, but through the fluctuations of the parent's own mind. Such happenings are always possible in Mission work, and as our religious teaching is clearly advertised we cannot justly be blamed.

I am surprised that any doubt should be expressed as to what the religious course of the school is. Just what the school is doing and proposes to do is clearly set forth in my last year's report published in our catalogue and widely distributed, and also copied from there into the daily papers. As given in the historical statement of the catalogue the original subscription list, now in possession of the school, had this statement in the heading: "The ultimate aim is to help in the evangelisation and elevation of the non-Christian peoples of this island." Dr. Oldham positively denies his having ever promised any course contrary to this; nor had any following principal any right to take any other stand. I certainly have not said so, as my school reports bear witness to. The Anglo-Chinese School was, then, expressly founded to elevate the people and to spread the knowledge of Christianity, and naturally to do it in the way or ways that seemed best to its successive controllers. Any other than a free, open, non-coercive way to accomplish this would be contrary to the spirit of Christ and to the workings of the Methodist Church.

For the year 1898, I allowed any parent who desired it to sign a statement desiring that his child should not be compelled to attend chapel. This statement was not signed by the father of the boy in question. The instruction, as far as possible, is desired to be unobtrusive, and we consider, as before stated, such attendance strictly necessary for the moral and intellectual growth of the pupils. No pupil is required to attend Bible classes. In closing, allow me to state that I have, since holding this position, endeavoured to do so, and then to live up to such statement. The masters have been especially

requested to follow the plans of the school, and I believe have faithfully done so. All true missionaries of Christ are directly or indirectly concerned in proselytising, which has to do with the winning of people to the Christian faith and practice. All we claim is that we endeavour to do this openly and fairly. I am, &c., J. E. BANKS, Principal.

Singapore, 28th September.

To the Editor of the Straits Times.

Sir,—I have read with much interest Mr. Banks's letter published in yesterday's issue of the *Straits Times*. It must be admitted that he has stated a good case for the school, and well defended its policy. His argument is strong against the idea of a Chinese missionary marrying an American woman. He means it to be clearly inferred that the utterance of the Chinese lad on this point, if such utterance there were, and his family are responsible for the statement that there was such an utterance, is untrue. The boy now says he never said anything about an American woman, and one of his brothers, who was talked to yesterday, modifies the word American into Foochow. Mr. Banks's denial does not exclude the idea that marriage may have been spoken of, but only that the lady should not be an American. While I am willing to accept Mr. Banks's statement—for I believe him to be a sincerely upright man—so far as it relates to himself and to his personal knowledge of matters pertaining to the working of the school, I must ask to be permitted to point out that no sect, Christian or other, has ever yet acknowledged itself in error as to its methods of evangelizing and elevating peoples not of its way of thinking. "The end justifies the means" was in practice before religions were. I regret that Mr. Banks has mentioned Dr. Oldham, but, since he has, it may be as well to say that this gentleman was too wise to commit himself to any statement about evangelizing for the simple reason that, had he done so, the American Mission would never have gained a footing here at all. Cultivation of the mind was his idea; he left evangelization to the remote future. Mr. Banks has now made himself clear as to the future religious policy of the school; all children are required now to attend chapel, and, in future, Chinese parents can have no possible right to complain of the outcome of such attendance. After such a declaration it would be wrong to say that there is anything over about the matter. The policy is, however, a decided advance on Mr. Kelson's arrangement, three years ago, which left such attendance voluntary.

I am, &c., ANTI-PROSELYTISER.

Singapore, September 29th.

Your Money Back?

The following, from the *Straits Times*, makes interesting reading concerning the doings at the last meeting of the Singapore Municipal Commissioners, held on September 27th:—

At yesterday's meeting of Municipal Commissioners, it was decided that the Commission would not carry out its bargain to buy the old Town Hall, but would persist in refusing to fulfil that agreement. The resolution to break faith with the Memorial Committee was arrived at by the casting vote of Mr. Gentle, and in the absence of Mr. Meyer who, following his previous vote, would certainly have voted for the honest policy of fulfilling the Municipal Commissioners' bargain. There was also absent Mr. Choo Giang Tye, whose views are unknown. It therefore seems not unlikely that yesterday's resolution to continue to repudiate the bargain about the old Town Hall was carried by the accidental fact that a Hebrew festival gave Mr. Gentle a casting vote is that he must use it when the voting is equal; and, in this particular case, although he used his vote in favour of his own ideas, he nevertheless used it also on the old-fashioned and reasonable principle of the House of Commons: that a Chairman's casting vote shall be to delay rather than to push forward any motion involving an active change of policy. As there must be somewhere, and at some time, a finality in discussion, it is reasonable to assume that the Municipal Commissioners are now definitely refused to fulfil the agreement to buy the old Town Hall.

It was very justly pointed out at yesterday's meeting that, while it is no other scheme before the public, as we recently noticed, giving day and date, the subscriptions were based upon a plan which provided for the Municipal Commissioners paying to the Memorial Committee \$120,000 on account of the old Town Hall. Other things were details, but that was principle. Every dollar subscribed was subscribed on the faith of that. To take money for a scheme based upon certain definite lines and to convert that money to other purposes—such as repairing an old Town Hall, or building a temporary theatre, or erecting an asylum for idiots—would be to dissipate the money for idiots—would be to dissipate the money for idiots. We are all sure that the Permanent Memorial Committee will not assist in any such misapplication. But there may be other ways. There is said to be some possibility that something may be devised in the way of a scheme for extending the Supreme Court into the old Town Hall and building adjacent thereto a new Memorial Hall and theatre. That plan is quite a new one. There can be no harm in waiting to see the issue of such a plan; but we have our doubts. If such a scheme cannot be worked, then it is presumable the Sir Alexander Swettenham, as a member of the Memorial Committee, will be asked to proceed with his bill for winding up the affairs of the Committee and returning the money to the subscribers.

While that probability must be regarded as disappointing, it is not so disastrous as it might be. We have proved our loyalty by subscribing for a Memorial of the Queen's most glorious reign. We have proved our independence of view and strength of conviction by steadily quarrelling over the details for a couple of years. The disputes that have raged around the Queen's Memorial in Singapore have been almost as serious as those that have prevailed in other lands concerning the position in which a clergyman may stand while at worship or as to whether he may assist his memory by writing notes of a sermon. We have thus raised our Queen's Memorial question almost to the dignity of those causes of strife for which men have died upon the field and died upon the scaffold. On the verge of the equator, and under the burning sun of the tropics, we show that we have lost none of our fierce and combative qualities. Nay, something may be said even for Mr. Gentle and his followers: If a gentleman may honourably ally himself to save the reputation of a lady, it may be that a Municipal Commissioner may save a compromised municipal cause by doing what he would be inclined to do in his own interest. While the Queen has fallen, all may be happy in thinking that no greater evil has resulted than the strife of debate, and that no greater evil is going to result, than the return to the general public of considerable sums of money for which each individual will, no doubt, find some pleasant and gracious use.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAICHING."

Captain Hodgkins will be despatched for the above Ports, TO-MORROW, the 10th instant, at Daylight.
For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 9th October, 1899. [1282a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, FIUME AND TRIESTE.

(Taking Cargo at through rates to South Africa, PENANG, GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)
THE Company's Steamship

"MARIA VALERIE."

Captain A. Fellner will be despatched as above on WEDNESDAY, the 11th instant, P.M. "Silk and Valuables" are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 4th October, 1899. [1267a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's New Steamship

"DIAMANTE."

Captain Taylor will be despatched for the above port, on THURSDAY, the 12th instant, at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th October, 1899. [1272a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KORE. THE Company's Steamship

"POSEIDON."

Captain A. Leva will leave for the above places on SATURDAY, the 14th instant, P.M. For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 7th October, 1899. [1282a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"CALCHAS."

Captain Gregory will be despatched as above on TUESDAY, the 17th October.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23th September, 1899. [1216a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis will be despatched as above on FRIDAY, the 20th instant, at 3 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1899. [1216a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KORE AND YOKOHAMA. THE Company's Steamship

"CHANGSHA."

Captain Moore will be despatched as above on FRIDAY, the 20th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th October, 1899. [1277a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ORESTES."

Captain Palford will be despatched on TUESDAY, the 3rd October.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1899. [1221a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship

"OANFA."

J. A. Davies, Commander, will be despatched as above on or about the 5th November.
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 4th October, 1899. [1268a]

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARGENT."

will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at intervals of 2 weeks.
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 7th September, 1899. [941a]

Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL.

THE Company's Steamship

"OANFA."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 13th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 10th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Optional Cargo will be forwarded, unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 4th October, 1899. [1262a]

NOTICE TO CONSIGNEES.

S.S. "AFGHANISTAN."

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 4th October, 1899. [1266a]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLARIQ,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th October, 1899. [1275a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL."

having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 11th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOW, Agents.

Hongkong, 5th October, 1899. [1271a]

NOTICE TO CONSIGNEES.

FROM GLASGOW.

THE Company's Steamship

"KAISOW."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 14th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 5th October, 1899. [1272a]

Intimations.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAILMERS PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
15, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898.

LET 'EM ALL COME
TO
YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS AND PORTRAITS on
IVORY are executed in Moderate Prices.
Hongkong, 2nd May, 1899.

NOTICE.
NIGHT SCHOOL for EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
to the Manager.
c/o This Office.
Hongkong, 18th August, 1899.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
SHARPS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches
awarded the highest Pries at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 51 & 53, Queen's Road Central.

**THE OFFICES of the "HONGKONG
TELEGRAPH" have this Day been
removed to No. 50, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & Co.)
to which address all communications should
be addressed.
ETH. F. SKERTCHLY,
Manager.
Hongkong, 1st May, 1899.**

RIGAUD'S
White Violet
EXTRACT

This fugative and
delicate perfume is
persistent as an
Extract for the
handkerchief
while as a
Soap and
Powder,
it has been
adopted by the
most re-
fined French
Society

RIGAUD & Co.
10,000
White Violets
equal each bottle of
Rigaud's Extract

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse all practices
ALL PHOTOGRAPHIC ART PRACTICES
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898.

SIEN TING,
SURGEON DENTIST,
No. 10, DAGUILLAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898.

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899.

NOTICE.
NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, nor the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours:
CHALLENGER, Amer. ship, Gould—Arnhold,
Karberg & Co.
REUCE, American ship, D. Whitmore—Stan-
dard Oil Co.

OPIMUM QUOTATIONS.
Hongkong, 9th October.
New Patna 875 per chest.
New Benares 831
New Malwa 750/779 per picul.
Old Malwa 780/810
Persian, paper tied 670/750

The Share Market.

LATEST QUOTATIONS.

(October 9th.)
Banks.
Hongkong and Shanghai Banking Corporation
—340 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
—5 buyers.
The Bank of China & Japan, Ltd.—(Deferred)—
—5 buyers.
National Bank of China, Ltd.—\$26.
Do. Do. —\$26.
Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$260.
China Traders' Insurance Co., Ltd.—\$64.
North China Insurance Co., Ltd.—Tis. 200.
Yangtze Insurance Assoc. Ltd.—\$124.
Canton Insurance Office, Ltd.—\$147.
Straits Insurance Co., Ltd.—\$5.
Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$330.
China Fire Ins. Co., Ltd.—\$88.
Shipping.
Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$30.
Indo-China Steam Navigation Company, Ltd.
—\$73 buyers.
China and Manila S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$38.
China Mutual S. N. Co., Ltd.—(Preference)—
—50 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
—50 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$3
buyers.
Star Ferry Co., Ltd.—\$194.
Refineries.
China Sugar Refining Co., Ltd.—\$145.
Luzon Sugar Refining Co., Ltd.—\$54.
Mining.
Ponjion Mining Co., Ltd.—\$10.
Do. Preference Shares—\$2.
Société Française des Charbonnages du Ton-
kin—\$245.
Do. Limited—\$545.
Jebeub Mining and Trading Co., Ltd.—\$141.
A. S. Watson & Co., Ltd.—\$163.
Raub A'lian Gold Mining Co., Ltd.—\$64.
Olivers Freehold Mines, Ltd.—(A) \$11.50.
Olivers Freehold Mines, Ltd.—(B) \$6.75.
Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$1.60 buyers.
Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—\$52.
Hongkong and Kowloon Wharf and Godown
Company, Limited—\$94.
Wanchai Warehouse and Storage Co., Ltd.—\$45
buyers.
New Amoy Dock Co., Ltd.—\$18.
Land, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.
—\$9.50 buyers.
Hongkong Land Investment and Agency Co.,
Ltd.—\$108.
Kowloon Land and Building Co., Ltd.—\$28.
West Point Building Co., Ltd.—\$31.
Hongkong Hotel Co., Ltd.—\$126.
Humphreys Estate and Finance Co., Ltd.—
\$10.
Miscellaneous.
Green Island Cement Co., Ltd.—\$29.
China Cement Co., Limited—101 buyers.
A. S. Watson & Co., Limited—\$163.
Hongkong Electric Co., Limited—\$163.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$189.
Geo. Fenwick & Co., Ltd.—\$244.
Hongkong Ice Co., Ltd.—\$128.
Hongkong High-Level Tramways Co., Ltd.—
\$147.
Dairy Farm Co., Limited—\$6.
Hongkong & China Baked Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$15 buyers.
Bells Asbestos Eastern Agency, Ltd.—\$1
nominal.
Bells Asbestos Eastern Agency, Ltd.—\$5.
Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$58 buyers.
Ewo Cotton Spinning & W. Co., Ltd.—Tis. 58.
International Cotton Mfg. Co., Ltd.—Tis. 75.
Lau-kung-mow Cotton Spinning & Weaving
Co., Ltd.—Tis. 77.
Soy Chee Cotton Spinning Co., Ltd.—Tis. 350.
Yahloong Cotton Spinning Co., Ltd.—Tis. 55.
Tehran Planting Co., Ltd.—\$4 per share.
Tehran Planting Co., Ltd.—\$3.
BENJAMIN, KELLY & POTTS (Share Brokers).
Telegraph Address—"Rialto."

EXCHANGE.
Hongkong, 9th October.
ON LONDON, Telegraphic Transfer 1/10 13/16
Bank Bills, on demand 1/10 13/16
Credits, 4 months' sight 1/11 7/16
On demand, 4 months' sight 1/11 9/16
ON BERLIN, Bank Bills, on demand 1/10 13/16
Credits, 4 months' sight 1/11 7/16
ON NEW YORK, Bank Bills, on demand 24 1/2
Credits, 30 days' sight 47 1/2
ON BOMBAY, Telegraphic Transfer 14 1/2
On demand 14 1/2
ON SHANGHAI, Telegraphic Transfer 7 1/2
Private, 30 days' sight 7 1/2
Sovereigns—Bank's—Buying Rate 104 3/4
Gold Leaf 100 touch, per tael 54 3/4
Bar Silver 25 per cent. prem.
Dollar 25 per cent. prem.

**VISITORS AT THE HONGKONG
HOTEL.**
Mr. J. H. Aitken
Mr. John Angus
Dr. B. Apple
Mr. A. Arnoux
Mr. W. S. Bailey
Mr. B. J. Barlow
Mr. Benjamin
Miss Bisset
Mr. W. M. Black
Mr. M. B. Bressan
Mr. T. Howard
Mr. A. H. Bottenheim
Mr. G. Brusse
Mr. T. F. Burdett
Mr. A. B. Carter
Mr. F. D. Cheshire
Dr. and Mrs. F. Clark
Mr. A. H. Crocker
Mr. P. C. Denroche
Mr. A. D. Dodd
Mr. C. B. U. Dodd
Mr. D. E. Eardshaw
Mr. F. H. Eldridge
Mr. L. H. Everhart
Dr. W. M. Franklin
Mr. W. F. Fickel
Mr. & Mrs. K. Gibson
Capt. Goddard
Mr. P. Grange
Major and Mrs. Griffin
Mr. and Mrs. Groves
Mr. R. J. Hall
Mrs. Hillman
Mr. T. Howard
Mr. W. K. Hughes
Mr. A. Jackson
Mr. and Mrs. J. M. James
Major and Mrs. Jeffreys
Mr. and Mrs. Joseph
Mr. E. A. Katsch
Mr. Kinghorn
Mr. K. Kirkwood
Mr. L. A. Leggat

**HER BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.**
Hongkong, October 9th, 1899.
Alacrity, despatch-vessel, 1,700 tons, 10 to 6 p.m.
g.t. guns, 3,000 h.p., Commander A. H.
Smith-Dorrien, cruising.
Algerine, sloop, 1,070 tons, 6 guns, 1,100 h.p.,
Comdr. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H.
Bayly, cruising.
Barfleur, 1st class battleship, 13,000 tons, 14
guns, 13,163 h.p., Captain Hon. S. C. J.
Colville, C.B., cruising.
Bonaventure, 2nd class cruiser, 4,360 tons, 18
guns, 9,000 h.p., Capt. R. H. J. Mount-
gomery, O.J., R.N., Hongkong.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600
h.p., Capt. Wrey, cruising.
Centurion, 1st class battleship, 10,900 tons, 14
guns, 13,000 h.p., Captain R. J. Jellicoe,
cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,
Comdr. O. Winnington-Ingram, cruising.
Esk coast defence gunboat, 365 tons, 3 guns,
200 h.p., Lieut. Comdr. C. Chadwick,
Shanghai.
Fame, twin screw, torpedo-boat destroyer, 403
tons, 3,400 h.p., Lieut. Comr. R. Keyes,
cruising.

VESSELS IN PORT.
Steamers.
AMARA, British steamer, 1,705, C. J. Mattock,
30th Sept.—Samarang 20th Sept, Sugar.
—Jardine, Matheson & Co.
DEIMA, German steamer, 965, Christiansen,
1st Oct.—Maj 28th Sept, Coal—Sander,
Wieler & Co.
DIAMANTE, British steamer, 1,254, G. A.
Taylor, 6th Oct.—Manila 3rd Oct., General.
—Shewan, Tomes & Co.
DORIC, American steamer, 2,691, Harry Smith,
R.N.R., 30th Sept.—San Francisco 2nd
Sept., Honolulu 9th, Yokohama 22nd,
Kobe 23rd, Nagasaki 25th, and Shanghai
28th, Mails and General—O. & O. S. Co.
EMPRESS OF CHINA, British steamer, 3,003, R.
Archibald, R.N.R., 4th Oct.—Yokohama
B.C. 12th Sept, and Shanghai 1st Oct.,
Mails and General—C. P. R. Co.
FAUSANG, British steamer, 1,440, T. A. Mitchell,
29th Sept.—Saigon 24th Sept, Rice—
Jardine, Matheson & Co.
GOTHAIR, Italian bark, 759, C. Lewanger,
1st Oct.—Callao Peru 21st July, Iron—
Order.
HAICHING, British steamer, 1,267, A. E.
Hodgins, 7th Oct.—Foolchow 4th Oct.,
Amoy 5th, and Swatow 6th, General—
Douglas, Laprak & Co.
HUI, French steamer, 704, P. Merlees, 28th
Sept.—Haiphong and Hoihow 27th Sept.,
General—A. R. Marty.
KEONG WAI, British steamer, 1,115, R. Un-
sworth, 6th Oct.—Bangkok and Koh-si-
chang 26th Sept, Rice and General—
Yuen Fat Hong.
KIANGNAN, Chinese steamer, 1,307, Anderson,
7th Oct.—Chefoo 1st Oct., General—
Kwong Man Woo.
KINSHU MARU, Japanese steamer, 2,450, W.
Brady, 6th Oct.—Shimonoseki 2nd Oct.,
General—Nippon Yusen Kaisha.
KURSAN, British steamer, 1,495, R. C. D.
Bradley, 5th Oct.—Sourabaya 22nd Sept,
and Panatocan 24th, Sugar—Jardine,
Matheson & Co.
NANCHANG, British steamer, 1,065, E. Findlay-
son, 7th Oct.—Canton 7th Oct., General—
Butterfield & Swire.
NANSHAN, American steamer, 1,344, Stovell,
26th Sept.—Manila 22nd Sept.
ON SANG, British steamer, 1,787, J. Young,
7th Oct.—Saigon 1st Oct., Rice and Rice-
Flour—Jardine, Matheson & Co.
PINGSU, British steamer, 1,410, C. de la
Penelle, 7th Oct.—Amoy 6th Oct., Gene-
ral—Shewan, Tomes & Co.
PROPOSIT, British ship, 1,390, W. Mackay,
5th Oct.—Saigon 30th Sept, Rice—
Heung Sing Steamship Co.
PROSPER, Norwegian steamer, 789, E. Thor-
steinson, 1st Oct.—Samarang 20th Sept,
Sugar and Malacca—Geo. R. Stevens &
Co.
SURA, German steamer, 4,129, Förlch, 14th
Sept.—Swatow 13th Sept, General—
Siemens & Co.
SUNGKIANG, British steamer, 1,021, S. W.
Moore, 6th Oct.—Manila 3rd Oct., Gene-
ral—Butterfield & Swire.
TAI LEE, German steamer, 828, T. Calender,
5th Oct.—Hongay and October, Coal—
Meyer & Co.

CHALLENGER, American ship, 142, Gould, 12th
Sept.—Manila 2nd Sept., Ballast—Arn-
hold, Karberg & Co.
ETHA RICKMERS, German ship, 1,754, Joh.
Bencke, 22nd Sept.—Cardiff 13th May,
Coal—Arnhold, Karberg & Co.
JOSEPHUS, American ship, 1,547, P. Gilkey,
30th Aug.—New York 25th April, Case
Oil—Standard Oil Co.
MARY L. CUSACK, American bark, 1,540,
1st Oct.—New York 16th May, Case Oil—
Order.
MAY FLINT, American ship, 3,576, R. Banfield,
2nd Sept.—New York 24th April, Case
Oil—Standard Oil Co.
RETRIEVER, British schooner, 95, Parker, 8th
Sept.—Honolulu 16th July, Ballast—
Order.
REUCE, American ship, 1,828, D. Whitmore,
3rd Oct.—New York 30th May, Case Oil—
Standard Oil Co.
SIMLA, British 4-masted bark, 2,087, Huastis,
25th Aug.—Cebu and Philippine Islands
22nd Aug., Ballast—Order.
ST. JAMES, American bark, 1,453, R. M. Tapley,
20th Sept.—Manila 13th Sept., Ballast—
Reuter, Brockelmann & Co.
VALKYRIEN, British bark, 498, J. R. Hall, 23rd
Sept.—Rajang, Borneo, 2nd September,
Timber—Order.
WARATAH, British schooner, 35, Haynes, 23rd
Sept.—Takow 15th Sept, Ballast—Mr. F.
W. Hall.

CRABEURN.
Rev. F. Flynn, R.N. Mrs. Simmonds
Hon. and Mrs. R. D. The Government Civil
Ormsby Hospital Sisters
Miss Ormsby Miss Yorke Triscott
Miss G. L. Palethorpe Mr. and Mrs. W. E.
Capt. C. B. Simmonds, Turner
R.A. Consul Volpicelli
Mr. Hugo Silvestri Madame Volpicelli

THE GERMAN SQUADRON.
Cormoran, German cruiser, 1,640 tons, 14 guns,
2,700 h.p., Comdr. Brunsell, at Friedrich
Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns,
9,000 h.p., Capt. Fehsenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38
guns, 5,360 h.p., Capt. Plachet, at Seoul.
Irene, German cruiser, 4,400 tons, 22 guns,
8,000 h.p., Capt. Obenheimer, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons,
12 guns, 12,000 h.p., Captain Gulich, at
Manila.
Kaiser, German, flagship, 7,676 tons, 28 guns,
7,800 h.p., Captain Stuenkel, at Wei-
hai-wei.
Mackau, German surveying vessel, 970 tons,
Captain Korvetten, at Amoy.
Prinzess Wilhelm, German cruiser, 4,400 tons,
22 guns, 8,000 h.p., Captain Truppel, at
Kiaochow.
Flagship of Rear-Admiral von Diederichs.
Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.
Baltimore, U.S. cruiser, 4,413 tons,
10 guns, 10,000 h.p., Capt. J. M. Forsyth,
at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns,
3,435 h.p., Com. C. H. Arnold, at Manila.
Caldwell, U.S. gunboat, 1,370 tons, 1 gun, 55 h.p.,
Lieut. Benjamin Tappan, at Manila.
Cassin, U.S. gunboat, 1,177 tons, 8 guns, 2,199
h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,800 h.p.,
Lieut. Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns,
6,666 h.p., Capt. Geo. W. Pigman, at
Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405
h.p., Comdr. S. M. Ackley, at Manila.
Culgo, U.S. supply-ship, 7,000 tons, 2,350 h.p.,
Com. J. V. Canlin, at Manila.
Glacier, U.S. supply-ship, Lieut. Comdr. J. B.
Briggs, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998
h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p.,
Lieut. Comdr. W. H. Everett, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750
h.p., Lieut. Comdr. A. P. Nazro, at Manila.
Monadnock, U.S. double-turret monitor, 3,990
tons, 6 guns, 3,000 h.p., Comdr. John
Gowan, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns,
850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084
tons, 4 guns, 3,244 h.p., Comdr. E. H. C.
Leute, at Manila.
Nanshan, U.S. collier, Lieut. L. A. Kaiser.
Oregon, 1st class U.S. battleship, 10,288 tons,
16 guns, 11,111 h.p., Capt. G. F. Wilde,
at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095
h.p., Comdr. C. C. Corwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns,
800 h.p., Com. Harry Knox, at Hongkong.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns,
1,081 h.p., Comdr. W. T. Burwell, at
Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns,
3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons,
10 guns, 3,800 h.p., Capt. G. E. Ide, at
Manila.
Zafra, U.S. dispatch-vessel, Master A. M.
Whitton.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING).
Borzo, 1st class, Russian torpedo boat, 81 tons,
3 guns, 2 torp tubes 1,100 h.p., speed 21
knots.
Revel, 1st class, Russian torpedo boat, 96 tons,
3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Surobor, 1st class, Russian torpedo boat, 69
tons, 3 guns, 2 torp tubes 780 h.p., speed
197 knots.
(1st and 2nd class).
Forth, Russian torpedo boat, 23 tons, 1 gun,
2 torp tubes, 16 knots.
Jantchiki, Russian torpedo boat, 87 tons, 4
guns, 970 h.p., 10 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns,
1,200 h.p., 22 knots.
Novorossi, Russian torpedo boat, 87 tons, 4
guns, 2,900 h.p., 22 knots.
Podorossi, Russian torpedo boat, 23 tons, 1
gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220
h.p., 16 knots.
Sotchi, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sochinka, Russian torpedo boat, 87 tons, 4 guns,
970 h.p., 19 knots.
Sterlad, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Stravits, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sungari, Russian torpedo boat, 140 tons, 4
guns, 1,800 h.p., 22 knots.
Usur, Russian torpedo boat, 140 tons, 4 guns,
1,800 h.p., 22 knots.
† Flagship of Vice-Admiral Alexieff.
† Flagship of Rear-Admiral F. V. Dubossouff.
† Flagship of Rear-Admiral Reunoff.

THE FRENCH SQUADRON.
Asile, French gunboat, 463 tons, 6 guns, 453
h.p., Captain Jannet, at Saigon.
Bayard, French flagship, 5,668 tons, 36 guns,
4,500 h.p., Capt. Jannet, at Yokohama.
Requiem, French cruiser, 1,245 tons,
14 guns, 895 h.p., Capt. Terzet, at Chefoo.
Druif, French cruiser, 4,750 tons, 16 guns,
8,800 h.p., at Saigon.

JAPANESE MEN-OF-WAR.
Battleships.
Yushin, 1st class, 12,400 tons, 30 guns, 14,000
h.p., at Yokohama.
Fuji, 1st class, 12,450 tons, 38 guns, 17,000
h.p., at Nagasaki.
Chinyan, 1st class, 7,330 tons, 22 guns, 6,200
h.p., Yokohama.
Coast Defence Ships.
Matsushima, 1st class, 4,277 tons, 35 guns,
5,400 h.p., at Manila.
Izumi, 1st class, 4,277 tons, 35 guns,
5,400 h.p., at Nagasaki.
Hashidate, 1st class, 4,277 tons, 35 guns, 5,400
h.p., at Shimoda.
Kongo, 2nd class, 2,550 tons, 13 guns, 2,035
h.p.
Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.,
at Kobe.
Hieiyei, and class, 2,600 tons, 15 guns, 2,400
h.p.
Cruisers.
Kasagi, protected cruiser, 1st class, 4,978 tons,
30 guns, 15,500 h.p.
Chikasa, protected cruiser, 1st class, 4,978 tons,
30 guns, 15,500 h.p.
Akashi, protected cruiser, 1st class, 2,800 tons,
30 guns, 8,900 h.p.
Yoshino, protected cruiser, 1st class, 4,150 tons,
32 guns, 15,000 h.p., at Chefoo.
Naniwa, protected cruiser, 1st class, 3,709 tons,
24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class, 3,700
tons, 24 guns, 7,120 h.p.
Chiyoda, protected cruiser, 1st class, 2,450 tons,
27 guns, 5,500 h.p.
Takasago, protected cruiser, 1st class, 4,227
tons, 30 guns, 10,000 h.p., at Manila.
Akiyama, protected cruiser, 1st class, 3,150
tons, 26 guns, 8,900 h.p.
Suma, protected cruiser, 1st class, 2,700 tons,
24 guns, 8,900 h.p.
Idzumi, protected cruiser, 1st class, 2,950 tons,
20 guns, 6,080 h.p.
Sai-yen, protected cruiser, 1st class, 2,300 tons,
15 guns, 2,300 h.p.
Akiyama, protected cruiser, 1st class, at
Manila.
Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.
Takao, and class, 1,764 tons 15 guns, 2,400 h.p.
Yasuma, 3rd class, 1,600 tons, 10 guns, 5,630
h.p.
Tsukushi, 3rd class, 1,380 tons, 12 guns,
2,887 h.p.
Sloops and Corvettes.
Mitsuki, 1,490 tons, 10 guns, 1,600 h.p.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.
Yamato, 1,480 tons, 10 guns, 1,600 h.p.
Tenryu, 1,550 tons, 10 guns, 1,165 h.p.
Kumino, 1,360 tons, 10 guns, 1,125 h.p.
Amagi, 1,030 tons, 13 guns, 720 h.p.
Gun-boats.
Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko
Alaga, 620 tons, 10 guns, 700 h.p., at Chefoo.
Alaga, 620 tons, 10 guns, 700 h.p.
Miyai, 620 tons, 10 guns, 700 h.p.
Chikaki, 620 tons, 10 guns, 700 h.p., at Fusan
Soko, 572 tons, 4 guns, 400 h.p.
Iwaki, 500 tons, 6 guns, 400 h.p.
Chino, 490 tons, 5 guns, 472 h.p.
Chinoi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Chui, 500 tons, 9 guns, 455 h.p.
Chin Chui, 500 tons, 9 guns, 455 h.p.
Torpedo gunboat.
Tatsuta, 875 tons, 6 guns, 5 torpedo tubes
5,500 h.p.
Torpedo-boats.
Ikadashi, Japanese torpedo-boat destroyer
331 tons, Comdr. I. Ishida, Hongkong.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
14 boats (Creusot); 36 tons, 2 torpedo-tubes,
525 h.p.
7 boats (Kobe); 56 tons, 2 torpedo-tubes, 525
h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes,
530 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes,
1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes,
620 h.p.
Miscellaneous.
Rinjo, armoured cruiser, 2,530 tons, 10 guns,
800 h.p.
(used as gunnery training ship.)
Kanjia, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Manjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons
10 guns, 520 h.p.
(used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns.
(used as a bulk.)
Jingji wooden paddle steamer, 1,465 tons, 3
small guns.
(used as torpedo training ship.)

**RIVER STEAMERS, SCHOONERS,
AND LOCHAS.**
Fathian, British steamer, 2,260, J. Dick,
—Hongkong, Canton, and Macao Steamboat
Co.
Ho-nam, British steamer, 1,377, H. D. Jones,
—Hongkong, Canton, and Macao Steamboat
Co.
Pawan, British steamer, 1,890, A. N. Estrick,
—Hongkong, Canton, and Macao Steamboat
Co.
Hankow, British steamer, 2,235, C. V. Lloyd,
—Butterfield & Swire.
Hoi-long, Chinese steamer, 499 tons, Captain
Austen—Chi Wo & Co.
Takao, British steamer, 728, Goblouski,—Tai
Chun Wai, British steamer,—Kwong Wan S.S.
Co.
Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E.
Clarke,—Hongkong, Canton and Macao
Steamboat Co.
Macao and Canton.
Lungshan, British steamer, 108, Morrison,
—Hongkong, Canton and Macao Steamboat
Co.
Kiangtung, Chinese steamer, 533, Holmes,
—China Merchant Steam Navigation Co.
Canton and West River.
Lungking, British steamer, 108, J. J. Lossieres,
—Hongkong, Canton and Macao Steam-
boat Co.
City of Whampoa, Chinese steamer, 40,—Ah
Yon.
Sun Chow, Chinese steamer,—Ah Yon.
Hongkong and West River.
Sai-kong, British steamer, 259, Kwong Wang
Steamship Co.
Cheung Kong, Y. Kun, 38,—Kwong Wan S.S.
Co.
Lil, American launch.
Wuchow, British steamer, R. D. Thomas,
—Hongkong, Canton and Macao Steamboat
Co.
Samsui, British steamer, 1,000, —Hong-
kong, Canton and Macao Steamboat Co., J. M.
& Co. and B. & S.
Lochas and Schooners.
Kutling, launch, 163, Reynolds, Hongkong to
Canton,—Hung-Kun Sing.

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VESSELS IN PORT.
Steamers.
AMARA, British steamer, 1,705, C. J. Mattock,
30th Sept.—Samarang 20th Sept, Sugar.
—Jardine, Matheson & Co.
DEIMA, German steamer, 965, Christiansen,
1st Oct.—Maj 28th Sept, Coal—Sander,
Wieler & Co.
DIAMANTE, British steamer, 1,254, G. A.
Taylor, 6th Oct.—Manila 3rd Oct., General.
—Shewan, Tomes & Co.
DORIC, American steamer, 2,691, Harry Smith,
R.N.R.,